

SIMPLICITY IS FACTOR IN WAR MOTOR TRUCKS

W. Owen Thomas of Thomas & Thomas, consulting automotive engineers of Detroit, in advocating methods of simplifying the problems that confront motor trucks in war service, gives a number of valuable suggestions. Says Mr. Thomas:

"In any truck it is an advantage to limit the number of tools necessary for ordinary operation. This is especially true of a truck for war service. Tools should be non-adjustable as far as possible.

"Several trucks in France are limited to the use of four sizes of bolts and nuts and one gets along with three. To handle four sizes needs but two double-ended wrenches. The wrenches have an end socket and two side sockets set fifteen degrees apart. Only socket wrenches should be allowed.

"Only the best hand tools should be supplied. The ordinary \$2 set of tools in a canvas case is useless and never gets replaced. Tools should be standard for the whole service and should be bought in quantity from the tool makers, not with the vehicles.

"The same is true of jacks. The average jack is useless; in the mud it is hard to maintain the best ratchet type of jack. Stout bottle screw jacks in two lengths are the most practical. Each truck must carry a sledge hammer, an ax, a crowbar and a shovel.

"When a truck is mired it is impossible to use the jack except under the frame. To do this it is necessary to carry short lengths of plank and chains with strong clevises to chain the rear axle to the frame.

"A first aid truck and relief trucks accompany all truck convoys. The workshop trucks are fitted with machinery for small emergency repairs. With trucks of European manufacture, this machine shop feature is more necessary than with interchangeable parts of American manufacture. The machinery is mostly electrically driven and the current derived from the small direct driven sets is also available for lighting."

SENTIMENT GROWS IN FAVOR OF HIGHWAYS BILL

WASHINGTON, D. C. — Sentiment for the Chamberlain-Dent military highways bill is accumulating rapidly and its expression to members of Congress not only comes from seacoast and border states, but also from the Mississippi valley and Rocky mountain sections. It is not certain now that the measure will have to await the regular session, as the evidence daily accrues of the timeliness of this legislation.

Secretary of War Baker, in a communication to Chairman George C. Diehl of the A. A. A. good roads board, snatches opportunity thus to express himself:

"This great project has its value both in time of war and peace and its consideration should not be unduly postponed. But I fear that present conditions may tend, at least for the time being, to delay action on this as well as some other urgently needed measures not directly connected with immediate war preparations."

Brig.-Gen. Joseph E. Kuhn, chief of the war college division, in comment-

THERE WILL BE MORE MONEY THAN AUTOMOBILES THIS FALL

Government and Farmers Alone
Will Put Enormous Sums
Into Circulation

With the enormous amount of money being spent in the United States by our government for war purposes, and the immense amount of money which will be received by the farmers for their crops, business is bound to be good if only the government and the farmers were spending money that is, not considering people in towns and cities.

To make this clear to you, we will take the amount of money that Hon. William D. McAdoo, secretary of the treasury, states will be spent in this country for war purposes, namely, \$7,000,000,000, with a possibility that it may run to \$9,000,000,000 or \$10,000,000,000.

In addition to the above, farmers of the country are raising an immense crop and are promised exceptionally high prices for same. The value of last year's crop to the farmer was estimated by the department of agriculture at Washington at \$14,432,000,000 on the farm.

Record Corn Crop

The largest corn crop in history is the present outlook and at highest prices. The July government estimate is 3,240,000,000 bushels of corn or over 500,000,000 bushels more than last year.

With fairly good weather from now on, the value of the 1917 crop to the farmer, based on the future prices, which, of course, are somewhat lower than present prices—would indicate not less than a total crop and live stock value of \$15,000,000,000. This is a very conservative estimate and the value may be nearer \$17,000,000,000. Adding \$7,000,000,000 which is to be spent by the government, to the \$15,000,000,000 crop money, which is practically new money coming out of the ground, there is a total of \$22,000,000,000.

So, if nobody else but the government and the farmers put money into circulation, there is an enormous amount of real new money coming into circulation.

ing upon the bill has this to say:

"It apparently covers the ground quite well, but, like other matters of the same kind, will have to be threshed over and subjected to many modifications before it becomes a law. Naturally, at this time of emergency, when all departments of the government are seriously strained, new legislation does not stand so good a chance as in normal times."

Of course, the measure, which has the distinction of being introduced in both branches of Congress by the chairman of its military affairs committee, is being called particularly to the attention of the chief executives and state highway engineers of the seacoast states. Gov. Walter E. Edge of New Jersey promptly replied, saying:

"I am greatly interested in this proposition."

In preparing the cantonments, distributed as they are in different parts of the country, the question of roads has obtruded itself in no small degree. Undoubtedly this will be a forceful reason for empowering the secretary of war to concern the war department quite substantially in the matter of highways improvement, which now commands a country-wide attention never before attained.

This \$22,000,000,000 is 22 times as much as the value of all of the automobiles made during the year 1916.

Some Comparative Figures

In other words, it is taking less pounds of hogs, beef, cattle, cotton, and less bushels of wheat, corn and oats to buy an automobile than any other year in the history of the automobile industry. Take the average moderate price car selling around \$750 compared with a \$750 automobile of three years ago.

It can be bought for much less crops. The following are the figures for the three years ago and this year:

Automobile
June 1, 1914, 882 bushels wheat.
June 1, 1917, 391 bushels wheat.
June 1, 1914, 1000 bushels corn.
June 1, 1917, 469 bushels corn.
May 15, 1914, 6250 pounds cotton.
May 15, 1917, 3750 pounds cotton.
May 15, 1914, 2825 pounds hogs.
May 15, 1917, 3750 pounds hogs.

In fact, one of the surprises of today is that the farmer can buy a \$1,000 car for what he paid for the \$750 car three years ago if he pays for it in crops.

Will Help City Business

These figures also prove that business must be good in the city this fall, because you can always depend that when the farmers have money city folks are also prosperous. In fact, your city folks can never be prosperous when the farmer folks are not prosperous.

These high prices that the farmer is to receive for his 1917 crops mean that he will be a better buyer for goods; that war will make farming better and farm life more enjoyable; and an automobile will be considered by him an investment rather than an expenditure. It also means that his spending of an enormous sum of money will give employment to millions in the cities, and that between the farmer and the United States government, the city trade cannot help but be good, while the farm trade is bound to be good.

As we started out, we will finish by saying that money will be the most plentiful thing in the country in the next 12 months.

22 WOMEN ENROLL IN WIRELESS CLASS

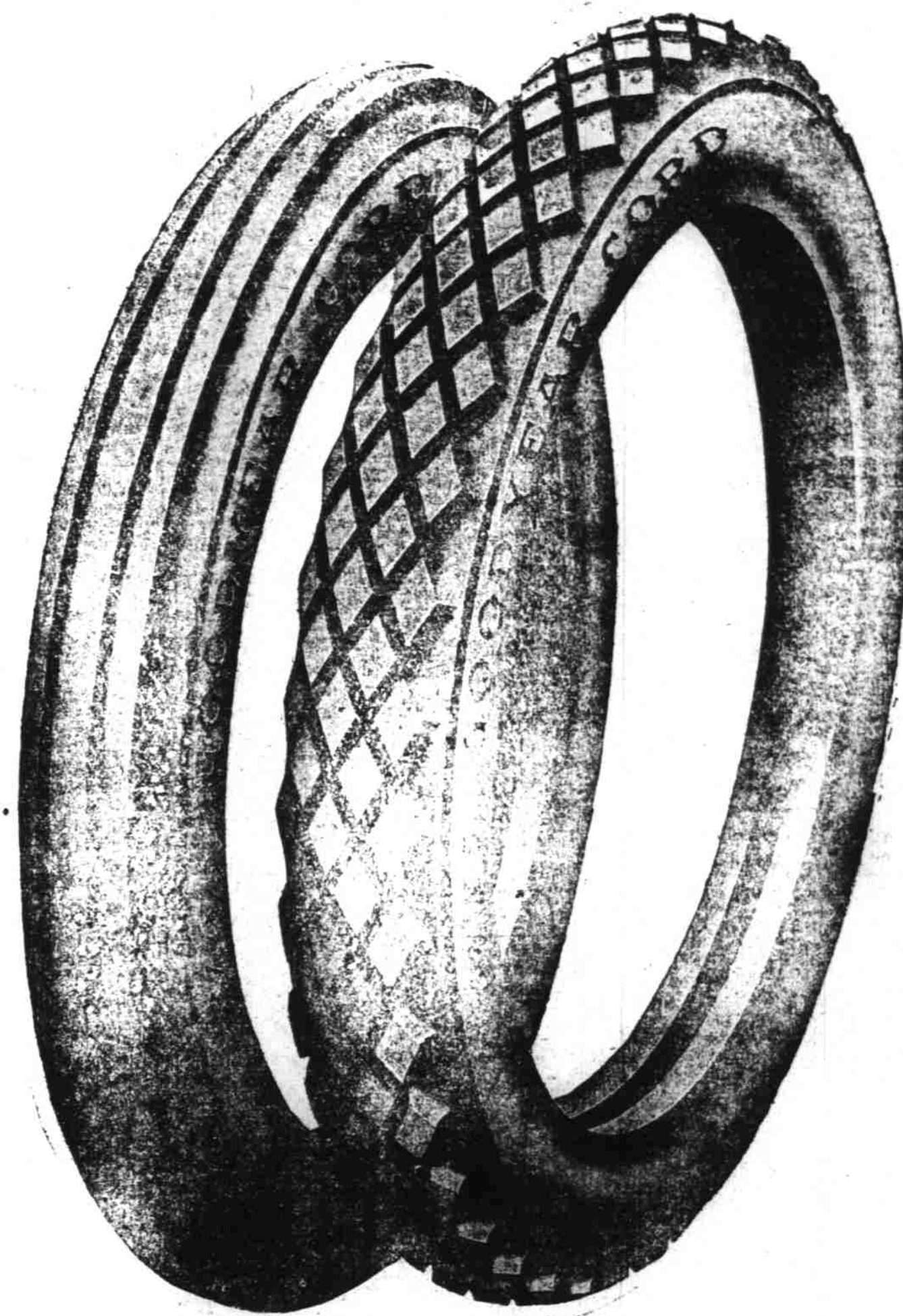
So large was the ladies' class that gathered yesterday at the library for a course of instruction in wireless telegraphy that Operator B. E. Fenn has decided to divide the group into two classes. These will meet on Tuesdays and Fridays, and Wednesdays and Saturdays respectively. A total of 22 women reported this morning for the class as follows:

Mrs. R. O. Matheson, Mrs. H. Dowsett, Miss Helen Moore, Mrs. Espinda, Miss H. Kaahana, Mrs. Sarah Managan, Mrs. Dexter Mitchell, Mrs. Maloney, Mrs. Harrison, Mrs. Curry, Mrs. W. Daniel, Miss S. Tillet, Mrs. W. L. Moore, Miss J. J. Rae, Mrs. Scudder, Mrs. H. Lyons, Mrs. J. S. Moulton, Mrs. G. Watson, Miss H. Jones, Mrs. F. A. Schaefer, Jr., Miss Alice Hopper and Mrs. J. M. Macdonald.

The Wednesday-Saturday class will meet tomorrow at 10 o'clock.

Gold production in California for 1916 was the largest in 33 years, and with one exception the largest for 52 years. Estimates place the total production at about \$34,000,000.

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